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THIS IS UNEVALUATED INFORMATION

most Soviet classified military publications do deal in generalities in discussing the employment of Long Range Aviation. However, some of these publications do discuss the subject in considerable detail. Probably this question arises from the peculiarities of the SAF dissemination of these classified military publications. For example, a frontal aviation unit may receive Voroshilov Academy Information Bulletins #91, 92, 94 and 96. These bulletins will discuss problems of frontal aviation in detail, but any treatment of Long Range Aviation will be of a general nature. The frontal aviation unit, it will be noted, does not receive Bulletin #93 and 95. Bulletins #93 and 95 contain detailed information respecting the problems of the Long Range Aviation and for that reason they are not disseminated to frontal aviation units. Units of Long Range Aviation, on the other hand, will have received Bulletins #93 and 95, but they will not have Bulletins #91, 92, 94 and 96. In short, the dissemination of classified military publications within the SAF is on a strict need-to-know basis.

Nothing of significance will ever be published in the Soviet press respecting wartime employment of Long Range Aviation. In the Soviet Union such information is considered highly classified and for that reason it will not be

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publicly discussed.

Long Range Aviation personnel are rarely transferred to other components of the SAF. such transfers except those involving high-ranking officers. But the rank itself is not as important in this respect as the position the officer held within a Long Range Aviation unit. The only transfers from Long Range Aviation involved the following positions within Long Range Aviation.

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- (a) Chief of Staff of the LR Bomber Corps
- (b) Operations Officer
- (c) Intelligence Officer
- (d) Chemical Warfare Officer

An intelligence officer or a chemical warfare officer would have no knowledge of the Long Range Aviation doctrine of employment. However, the Chief of Staff of the Long Range Bomber Corps and an operations officer would be fully cognizant of the Long Range doctrine of employment. As for learning about Long Range doctrine is SAF schools, it must be stated that a great deal depends on the type of school involved.

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all of the students, regardless of the component of the SAF they represented, were exposed to the same information. In the classes on strategy, all phases of aviation and air problems were covered. the two principles which were most often stressed in this connection:

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- (a) That knowledge of the enemy's defenses is of the utmost importance to the planners of SAF air strikes;
- (b) that the planners of Soviet air strikes should never allow the commitment of a greater strength of bombers than is necessary for the destruction of the target.

These two principles are equally applicable to all the components of the SAF and they were taught to all students at the Lipetsk Academy.

the organization of Long Range Aviation and the type and methods of training within it were closely guarded secrets. The doctrine of employment also was a closely guarded secret; only a small portion of SAF personnel would be exposed to that type of information.

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The mere fact that the SAF continuously concentrated on the development of heavy bombers with a range of 10,000 or more kilometers shows that a doctrine for their employment was in existence. long range bombers were not developed in the USSR without the General Staff first formulating a doctrine as to how this type of aircraft would be employed.

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The SAF operational regulations for 1948, the information bulletins of the Military Air Forces Academy and other documents stated that Long Range Aviation may be employed for tactical support only in the case of extremely important operations. The final decision respecting the use of Long Range Aviation for tactical support rests in the hands of the high command of the SAF.

The VVS high command decides when and where Long Range Aviation is going to be used on a tactical front against tactical air army objectives. The VVS high command notifies the commander of the tactical air army concerned that Long Range Aviation will help him out in the case of a given objective. Then the VVS high command directs the commander of the tactical air army for the purpose of receiving an assignment and learning the specific time the mission is to be executed. The commander of the tactical air army determines the specific objective to be gained by the use of Long Range Aviation.

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The Voroshilov Academy Information Bulletin No (53) 74 discussed this problem in some detail. This information Bulletin discussed the possibility of employing Long Range Aviation units in conjunction with a combined operation of amphibious landing forces and airborne troops.

SAF officers agreed with the concept that a war cannot be won by air bombing alone. The reason for their belief was that they did not believe that atomic warfare would be carried out by either side. This deduction was based on the fact that poison gases were not used during World War II. However, SAF officers do believe that training and preparation for atomic and/or chemical warfare is necessary. SAF officers do not believe that it is possible to cripple the entire defense industry of the enemy, destroy all his military supply and equipment or annihilate the enemy's armed forces with one atomic bomb attack. SAF officers also realize that the side which initiates atomic warfare will experience the same type of retaliation.

The first announcement concerning Soviet possession of the Atomic Bomb was made by Molotov on the occasion of the anniversary of the October Revolution in 1946 or 1947. Molotov stated: "Let the Imperialists beware and not try to scare us with their atom bomb, we too have the atom bomb plus something else besides". This announcement was discussed at the political indoctrination meetings for SAF officer personnel. The SAF officers greeted this announcement with enthusiasm; it served to strengthen their opinion that atomic warfare would not be employed for fear of retaliation.

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In private discussions SAF officers stress that strategic bombing will play a very important role in a future war and their belief that the strength of the Long Range Aviation should be increased. The real opinions of Soviet leaders on this question are not publicized. However, during staff meetings with SAF officers, the civil leaders agree with and support the opinions and program of the SAF. Both SAF officers and the civil leaders agree that Long Range Aviation can be employed successfully not only for strategic bombing, but also for tactical purposes.

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the SAF will make extensive preparations for polar warfare, realizing that across the North Pole lies the shortest route. Some units of Long Range Aviation are based in the polar regions.

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The first consideration of the SAF high command is given not only to the polar region but also to all northern, northeastern and eastern territories of the Soviet Union. All these territories are considered of prime importance in the overall plan of preparedness for the combat activities of Long Range Aviation in the event of war. Special emphasis is, of course, placed on the polar and northern regions in view of the adverse weather conditions encountered in air operations there. Another reason why the SAF high command considers polar and northern regions of prime importance is the fact that they offer the shortest air routes between the USSR and the Western Hemisphere. In the West European regions of the Soviet Union, Long Range Aviation is not confronted with weather conditions as adverse as in the polar areas, consequently, training in Europe is conducted under much more favorable conditions.

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[redacted] an airfield which has a runway two and one-half kilometers in length. This was at Zerbst (51°58'N - 12° 12'E). this runway can accommodate the heaviest of Soviet long range bombers.

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It is part of Long Range Aviation concepts that in order to provide maximum safety from enemy AAA and enemy fighter opposition, long range air bases have to be located at least 150 kilometers from enemy territory. This concept is based on the fact that it takes a fully loaded, heavy long range bomber the distance of 150 km before it can reach its maximum altitude. this concept is relevant to any consideration that the SAR might give to future use of the airfields in Eastern Germany by Long Range Aviation units.

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Three significant changes in Long Range Aviation training appeared after 1945:

- (a) During World War II the highest unit in Long Range Aviation was the corps. After the war, Long Range Aviation was re-organized and elevated to the Air Army level. there were either two or three Long Range Air Armies. Training was revised in accordance with this change.
- (b) During World War II, air divisions of Long Range Aviation consisted of three bomber regiments. In the early post-war Long Range air divisions there were three long range bomber regiments and one long range fighter regiment. comment: Shortly after World War II there were indications that fighter divisions had been assigned to Long Range Aviation. Since that time there has been no evidence of the continued existence of a fighter component of Long Range Aviation. It cannot be determined at this time whether the principle has been discarded, or whether fighter aviation is still being committed first to air defense and secondly to tactical employment, with strategic requirements being met last.
- (c) Post-World-War II Long Range Aviation training was extended to include the so-called "training in the far north regions". This was virtually non-existent during World War II.

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